

CLASSIFICATION SECRET

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COUNTRY East Germany REPORTTOPIC Neuruppin Airfield 25X1

EVALUATION _____ PLACE OBTAINED _____ 25X1 _____

DATE OF CONTE _____

DATE OBTAINED _____ PREPARED 30 September 1955 25X1 _____

REFERENCES _____

PAGES 4 ENCLOSURES (NO. & TYPE) 2 sketches on ditto 25X1 _____

REMARKS _____

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 9 August and 3 September 1955: 25X1 25X1

9 August: At about 0800, one Li-2 crossed over the town of Neuruppin at an altitude of 500 meters flying from west to east. At 1015, one Yak-14 made a local flight. Between 1300 and 1800, 10 MiG-15s with auxiliary fuel tanks were involved in air activity. Six MiG-15s individually practiced approaching ground targets while gliding at an angle of 45 degrees from an altitude of 900 meters. Four MiG-15s practiced formation flying.

10 August: There was no air activity. At 1710, 25 motor vehicles and 180 to 200 Soviet officers were observed in front of "Schlossgarten".

11 August: Between 0700 and 1900, there was air activity by 13 MiG-15s and 2 U-MiG-15s, which were used as towing aircraft. Four MiG-15s without auxiliary fuel tanks practiced approaches on sleeve targets in the Wulkow-Zippelsfoerde-Krangen area. Four MiG-15s practiced the approaching of ground targets and another four MiG-15s flew in flight formation. At 1835, 2 MiG-17s took off.

12, 13, and 14 August: There was no air activity.

14 August: Two MiG-15s with auxiliary fuel tanks were parked at the eastern apron of the runway, 1 Il-28 was parked at the field, 1 MiG-15s was parked at the take-off point, and 27 to 28 MiG-15s or U-MiG-15s were observed in front of the hangars.

15 August: A formation of four aircraft practiced flying.

17 August: There was no air activity during daytime. At 1850, 4 MiG-15s were towed to the eastern apron of the runway. A ground searchlight was transferred by truck to Gentz-Strasse and emplaced there. At 1900, night air activity started.

18 August: There was no air activity.

19 August: At 1045 and at 1310, one formation of 26 MiG-15s each crossed over Neuruppin airfield from east to west. The formation flew in two waves of 12 MiG-15s each and two U-MiG-15s followed at a distance of about 300 meters. The distance at the two waves was about 500 meters. Each wave consisted of three formations of four planes which flew in wedge formation. The aircraft ~~landed~~ individually after dispersal of formations.

20 August: Four aircraft practiced formation 25X1 flying.

22 August: One Po-2 made two to three local flights. At 1700, one MiG-15 was parked at the eastern runway apron, 2 Il-28s were parked at the field, and about 30 MiG-15s were observed in front of the hangars.

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23 August. Between 0700 and 1000, 5 to 6 MiG-15s practiced firing at a ground target. The aircraft made a left bank at an altitude of about 1,000 meters. The distance between the individual MiG-15s was about 1,000 meters. Approximately over Gents-Strasse, the planes approached the target while gliding at an angle of 45 degrees and, at an altitude of about 500 meters, the planes fired 3 to 4 rounds. At an altitude of about 150 meters, the MiG-15s flew out. Between 1000 and 1600, several elements of two MiG-15s practiced formation flying and left the airfield for some time. Two additional MiG-15s practiced aerial combat at an altitude of about 3,000 meters.

24 August. There was no air activity.

25 August. Between 0800 and 1800, about 10 to 12 MiG-15s with auxiliary fuel tanks practiced flying in formations of two and four and left the airfield for some time. According to the duration of flight, the planes presumably intermediately landed at other airfields.

26 August. There was no air activity.

27 August. At 0700, 0730, and 0800 each, 8 to 10 MiG-15s took off and headed toward the east. These aircraft flew in flight formation at an altitude of about 3,000 meters.

28 August. No aircraft could be seen at Neuruppin airfield, and no trucks or tank trucks were observed.

29 August. Neuruppin airfield seemed to be evacuated. A construction gang of 8 to 10 men worked at the middle third of the runway. It was known, that there were large water pools at that place after rain falls.

30 August. The airfield appeared to be unoccupied. At 1100, one Po-2 made a local flight. A construction gang of about 12 men worked with air hammers and two steam rollers at the runway.

3 September. The same construction crew was still working at the field. The aircraft had not yet returned to the field. No air force soldiers were observed at the airfield or in the town of Neuruppin. Soviet dependents, however, were still occupying their quarters. At 1250, one Yak-14, coming from the east, landed at the airfield.¹

2. On 3 September, the following radio and radar installations were identified on Neuruppin airfield:

One single-mast radio station, about 18 meters high, in the northern-most revetment at the northeastern corner of the taxiway;
 one Token and one Fliegen set remained unchanged at the northern edge of the field; one single-mast radio station at the "Holzhof";
 and one single-mast radio station near Nietwerder.
 The Kniferest set, which has so far been observed at Klappgraben on the southern edge of the field, was no longer seen. This set was presumably dismantled on 27 August.²
3. On 26 August, a shipment consisting of 13 railroad tank cars was observed for the last time at Neuruppin railroad station. No fuel shipments have been observed there since that date.
4. Between 2 and 25 August, there was intensive air activity by MiG-15s at Neuruppin airfield. The following detailed observations were made:

2 August. Take-offs and landings by MiG-15s were practiced. In the morning, 26 MiG-15s were parked south of the eastern runway end, 2 MiG-15s were parked at the alert point, 8 MiG-15s, 2 U-Il-28s, and 2 Li-2s were parked in front of the hangars.
17 August. Between 0730 and 1900, there was intensive air activity by MiG-15s. Between 2000 and 0100, approach flights at sleeve targets were practiced while searchlights were in operation.
18 August. The same observations were made as on the preceding day. A sleeve target which was ready for lifting, could be seen from a distance of 30 meters. The iron ring on the front section of the target had a diameter of about 1 meter. The fabric section of the target had no special bracings.³

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23 August. Between noon and 1700, several take-offs, landings and flights in elements of two aircraft were practiced. During that time, 12 MiG-15s practiced formation flying.

25 August. Firing practices at ground targets were observed. The aircraft took off individually, made a left bank at various altitudes, crossed over the lake, turned toward the field, pitched down at altitudes of 1,500 meters, 1,200 meters, and 1,000 meters, and, while gliding, gave a short burst with its weapons from an altitude of about 200 meters. After firing, the planes climbed back and leveled off.

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6. Recently, it has been noted that the cap bands of air force officers have a multi-point golden star, similar to the "Hohenzollern"-star, on a white background instead of the old red five point Soviet star.
7. A new wooden building, 12 meters long and 8 meters wide, with brick roof was erected near the alert shack, which was located at the eastern end of the runway. On 25 August, the roof of the wooden building was completed. On 19 August, the alert shack was transferred on a travelling base to the eastern and northern edge of the field. This shack presumably will be used by the personnel employed at the radar station.1
8. At about 0545 on 26 August, tarpaulins were removed from the jet fighters and two Il-28s. Soldiers and tank trucks were observed near several aircraft. At 0800, these planes took off. At 1800 on 29 August, the aircraft had not returned to Neuruppin airfield.1

9. At about 1000 on 18 August, 6 MiG-15s and 2 Il-28s were parked in front of the hangars, and 26 MiG-15s were seen south of the eastern runway.1

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1. Comment. The transfer of the Neuruppin fighter regiment to an undetermined location was reported but there is discrepancy as to the exact date (26 or 27 August). This fighter regiment is presumably involved in army exercises and was transferred to another airfield. During that period, repair work was done on the runway.

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2. Comment. It was previously observed, that Kniforest sets were taken along with the transferred fighter units.

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3. Comment. For sketch of sleeve target, see Annex 1.

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Since April 1955, the following crate shipments to Neuruppin have been observed:

on 21 April	5 flatcars
on 24 April	20 flatcars
on 21 June	17 flatcars

This tabulation indicates a total of 42 flatcars. Since the possibility exists that not all of these flatcars carried aircraft, it is believed that at least 30 MiG-17s have been shipped to Neuruppin. The required strength of a fighter regiment is believed to be 34 aircraft. Although outgoing shipments of old MiG-15s have not been observed, several crate shipments from the GDR to Brest-Litovsk via Frankfurt/Oder have been recorded. Thus it may be assumed that MiG-15s are being transferred out of the GDR.

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5. **Comment.** For location sketch of the new alert shack, see Annex 2.

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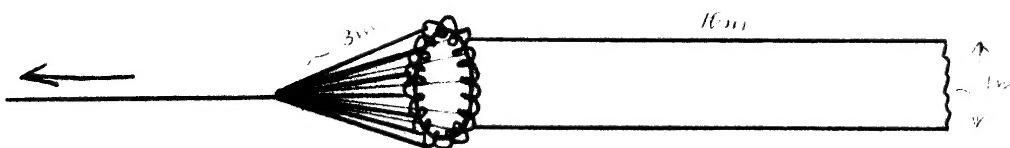
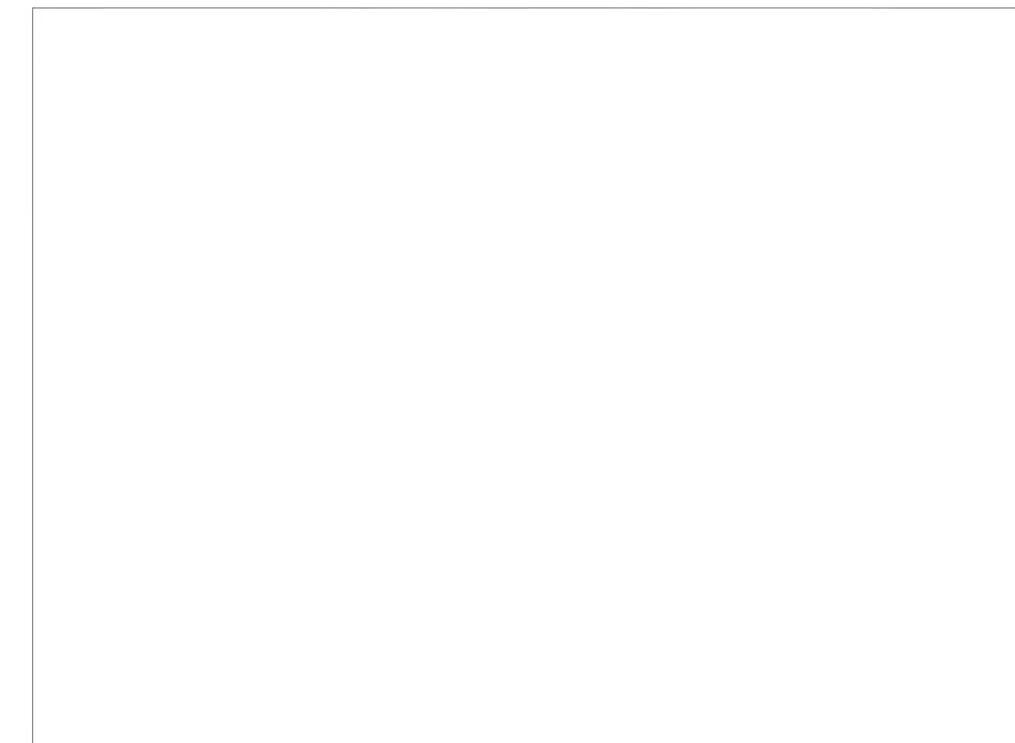
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Annex 1

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Sleeve Target Towed by MiG-15

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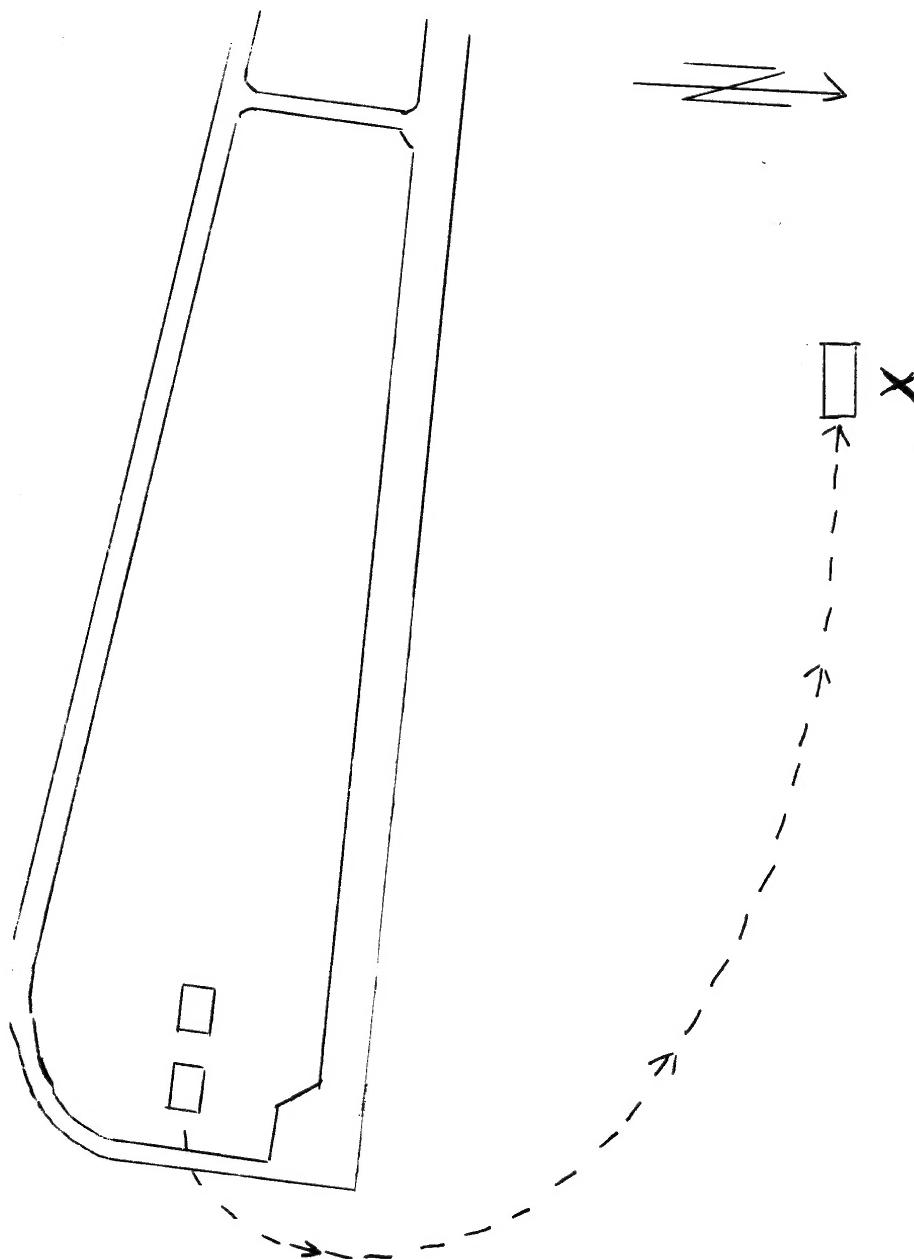
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Annex 2

New Alert Shack



Legend

- 1 - New alert shack
- 2 - Old alert shack - moved on travelling Base to Token set.